

REMARKS/ARGUMENTS

Favorable reconsideration of the present application is respectfully requested.

Claims 1, 7 and 28 have been amended to recite controlling the changeover means to changeover the connection state to a series connection mode when it is determined or instructed that the current gear shift position is at the reverse position. Basis for this can be found at page 12, lines 10-11; page 32, lines 5-6; and steps S104 and S116 in Figure 6. Since this subject matter was previously recited in Claim 15, this claim has been cancelled. Allowable Claim 20 has been rewritten in independent form, and Claim 19 has been cancelled and represented as new Claim 29, but depending from Claim 20. New Claim 29 therefore provides antecedent basis for the resonance detection means and the resonance suppression control means, and so the rejection under 35 U.S.C. § 112 is believed to be moot.

As mentioned above, all of the claims now recite controlling the changeover means to change over the connection state to the series connection mode when it is determined that the current gear shift position is at the reverse position or when this is instructed. This subject matter had previously been recited in Claim 15, which had been rejected under 35 U.S.C. § 102 as being anticipated by Japanese patent publication to Kubo, whose English language translation corresponds to U.S. patent 6,722,502, also to Kubo (it is noted that both Japanese '821 and U.S. '502 are based upon Japanese patent application 8-100895).

With regard to reverse operation, the Examiner there alleges that the control means 20 of Kubo "is capable of selecting the series collection mode when it is determined that the current gear shift position is at the reverse position. In particular, Applicants note the description at col. 13, lines 4-15 of Kubo '502, which states:

The case in which the shift lever is positioned in R (Reverse) is not shown in the drawing, but the same control procedure as used for a conventional ICE vehicle can be used, or the mode may be temporarily switched to SHV mode *so that regeneration is used with priority* (emphasis added).

As is described in the paragraph bridging pages 11 and 12 in the present specification, in a parallel hybrid vehicle, it is required to convert the mechanical power output from the engine to reverse power for a reverse drive state. Such conversion may be attained by controlling the revolving speeds of the power regulation unit and the motor, but requires a delicate balance between the engine and the power regulation unit. However, this is precisely what is taught for the reverse operation in Kubo '502. As noted above, Kubo '502 describes that in the "case in which the shift lever is placed in R (Reverse)... the same control procedure as for a conventional ICE vehicle can be used." Kubo '502 thus teaches that for reverse operation the output power should be the same as for a conventional ICE vehicle – the power of the engine is directly transmitted to the driveshaft.

This corresponds to the acknowledged prior art, and is entirely different from what is recited in the claims. Specifically, all of the claims recite controlling the changeover means to changeover the connection state to a series connection mode when outputting power in a reverse direction is instructed, or when it is determined that the current gear shift position is at the reverse position. Kubo '502 thus teaches the opposite of what is now recited in the claims.

Applicants recognize that Kubo '502 also describes that the vehicle mode "may be temporarily switched to HSV [series hybrid vehicle] mode so that regeneration is used with priority." However, this does not suggest the claimed invention. While the HSV mode operates the vehicle in a series connection, this does not teach or suggest changing over the

connection state to the series connection mode whenever reverse operation is determined or instructed. Kubo '502 also describes that in the HSV mode, "the battery 18 is not recharged except by means of an external power source and regeneration by the motor 10" (col. 10, lines 57-59). In light of this, it can be understood that the description, at lines 13-15 of col. 13, that the connection mode "may be temporarily switched to HSV mode so that regeneration is used with priority" simply means that the vehicle is to be operated in a conventional ICE mode during reverse operation, but that the conventional ICE mode may be temporarily switched to the HSV mode in order to regenerate the battery during such times which battery regeneration is possible (e.g, when deceleration is requested).

Thus, according to the teachings of Kubo'502, the changeover means does not change over the connection state to the series connection mode when outputting power in a reverse direction is instructed or when it is determined that the current gearshift position is at the reverse position, but instead changes over the connection state to the series connection mode with regeneration as a priority -- **the series connection mode changeover is not dependent on the instruction or detection of a reverse power state**. Thus, the description of switching to the HSV mode at lines 13-15 of column 12 does not represent a teaching of the subject matter of the amended claims.

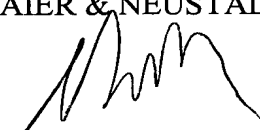
Since allowable Claim 20 has been rewritten in independent form, and Claims 21-26 depend from Claim 20, these claims are also believed to be allowable.

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Applicants therefore believe that the present application is in a condition for allowance and respectfully solicit an early notice of allowability.

Respectfully submitted,

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